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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

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Berlin-Rostock Carrier-Frequency Line.

1. In April 1952, a carrier-frequency line jointly operated by the East German Postal Administration and the Sea Police was completed between Berlin and Rostock. The terminals of the Sea Police are on Schnellerstrasse, Berlin, in Wolgast and Stralsund, while the terminals of the Postal Administration are on Dottistrasse, Berlin, and in Rostock. The individual sections of this line which is referred to as North Line were designated as follows:

TF 49 and TF 50: **Berlin/Lichtenberg-Rostock**

TF 60 and TF 61: Berlin/Schnellamt (no-delay telephone exchange)-Stralsund

TF 62: Stralsund-Wolgast

TF 278: Berlin/Lichtenberg-Rostock.

The lines of the Sea Police and of the East German Postal Administration run in the same cable, but in the carrier telephone exchange, they were laid on separate distributing frames and repeater racks.

2. The cables were laid by the Fernkabelanlagenbau Berlin, while the DPT-Anlagenbau in Berlin was in charge of the construction of exchange offices and initial operational procedures. After the line was completed, it was turned over to the Central Office for Postal and Telecommunications Techniques on Neuerstrasse in Berlin. The Postal Administration is responsible for all maintenance work on the line and its exchange offices. The terminals of the Sea Police are serviced by Sea Police personnel.

3. The Sea Police paid all expenses incurred by the laying of cables and the installation of the distributing and repeater facilities at its terminals.

4. The 60-pair cable was newly developed at Kabelwerk Oberspree by [redacted] Wedemeyer, who for this performance was given the title of "Held der Arbeit". The line for the level meter, which is required for the measuring and the tuning of the

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carrier-frequency line, runs in the same cable. In the event of a failure in the cable, this line would cease operating, thus interrupting the whole line. No alternate lines which might be used in the event of a breakdown of the original line have been built. No pilot fuses have been installed; this would involve time-consuming search operations, if operating troubles should occur.

5. The intermediate repeaters for the line were developed by the NEF Department of the HF Plant **Berlin-Oberschoeneweide**, and built at the Fernmeldewerk in Leipzig. The intermediate repeaters of the Sea Police were originally equipped with model RV 12 P 2000 tubes but later received technical valves. The NEF Department of the HF Plant, previously an SAG Plant, was in a position to use transformer sheet metal for its prototype intermediate repeaters. On the other hand, the Fernmeldewerk in Leipzig had to rely on material produced in East Germany, to the detriment of the quality of the repeaters. The repeaters had a tendency to sing and were not steady; they did not meet postal administration standards and were, therefore, not accepted by the East German Post.

Berlin Leipzig Carrier-Frequency Line.

6. This line which is generally referred to as South Line was built by the Postal Administration between February and July 1952, when it was planned to move the East German ministries from Berlin to Leipzig. The line, which is used exclusively by the Postal Administration, was built by the same firms which constructed the North Line. The line is maintained and serviced by the Postal Administration. The same cable was used as for the North Line; the line, therefore, suffers from the same defects. The cable of the line was laid at a depth of about 60 cm and generally follows the highways between the individual repeater stations.